A. R. PRICE.

BABY CARRIAGE ATTACHMENT FOR MOTOR VEHICLES.

APPLICATION FILED OCT. 27, 1920.

1,380,678.

Patented June 7, 1921.

2 SHEETS—SHEET 1.

Fig. 1.

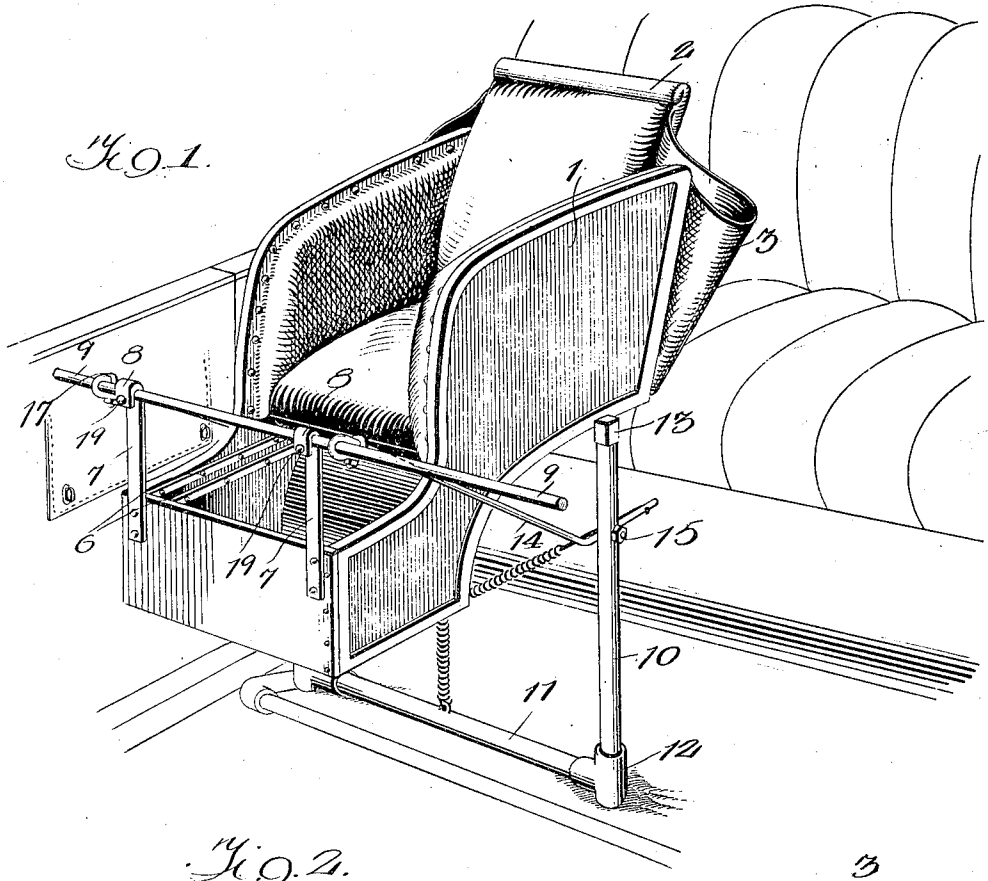
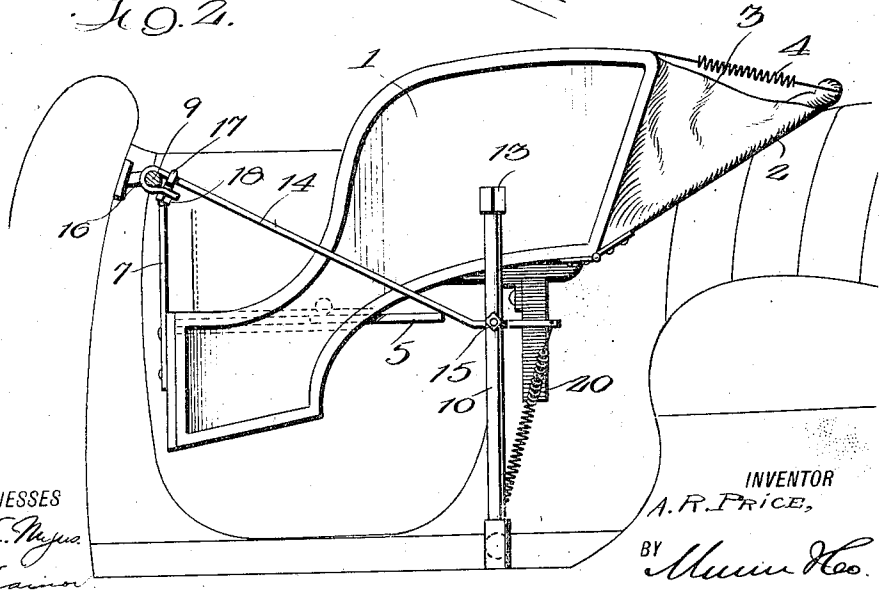


Fig. 2.



WITNESSES

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2 SHEETS—SHEET 2.

Fig. 3.

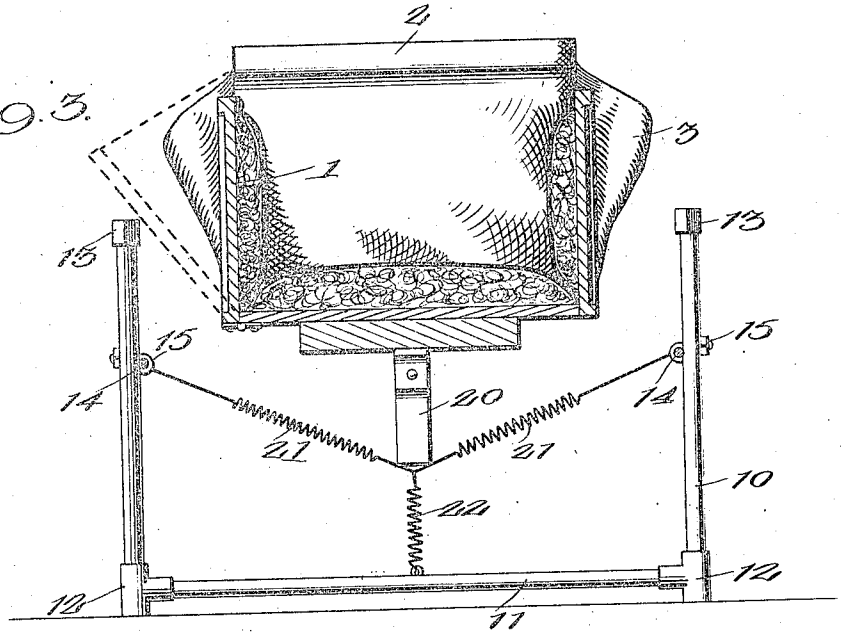
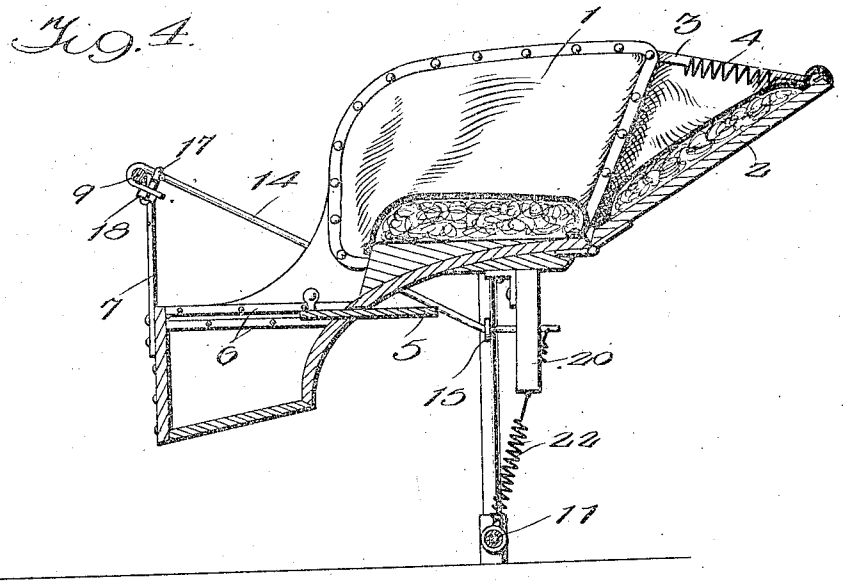


Fig. 4.



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BABY-CARRIAGE ATTACHMENT FOR MOTOR-VEHICLES.

1,380,678. Specification of Letters Patent. Patented June 7, 1921.

Application filed October 27, 1920. Serial No. 419,853.

To all whom it may concern:

Be it known that I, ABRAHAM ROBERT PRICE, a citizen of the United States, and a resident of Oregon City, in the county of Clackamas and State of Oregon, have invented certain new and useful Improvements in Baby-Carriage Attachments for Motor-Vehicles, of which the following is a specification.

My invention is an improvement in baby carriage attachments for motor vehicles, and has for its object to provide an attachment of the character specified, which may be connected with an automobile, and which when so connected, will provide an easy riding seat, or couch for an infant, so mounted that the shock and jar of travel will not be transmitted to the attachment, and wherein the attachment is detachable and collapsible.

In the drawings:

Figure 1 is a perspective view of the improved attachment in use,

Fig. 2 is a side view,

Fig. 3 is a transverse vertical section.

Fig. 4 is a longitudinal vertical section.

The improved attachment comprises a body 1 which may be of any usual or desired construction, being in the present instance, the usual form of baby carriage, and this body has a hinged back 2, which may be laid down as shown in Fig. 4 or drawn up as shown in Fig. 1, the said back being connected to the sides of the body by flexible wings 3, and by resilient members 4, coil springs in the present instance.

The body has a box like foot portion, and beneath the seat there is mounted a slide 5 which is movable in guides 6 into position over this foot portion to provide in connection with the seat a bed or couch for the child. When the child is sitting up, the plate 5 is pushed back beneath the seat of the body, and when it is desired that the child may recline, the plate is pushed forwardly, being when in this position, slightly below the seat.

In order to support the seat in an automobile, a pair of upstanding arms 7 is provided at the front of the body, each of these arms having a hook 8 which may be engaged over the robe rail 9. These arms 7 support the front of the body, and for supporting the back, there is provided a pair of standards 10, which are connected at their lower end by a cross member 11.

A T 12 is connected with the lower end of each standard 10, the said standards being hollow pipe sections in the present instance, and the cross member 11 is connected with the T's. The upper end of each standard 10 is closed by a plug having a head 13 polygonal in cross section.

Brace arms 14 extend forwardly from near the upper ends of the standards to engage the robe rails of the outer sides of the hooks 8. These brace arms 14 are pivoted to the standard by bolts and nuts 15, and each is provided at its forward end with a hook 16 which engages the robe rail.

An eye bolt 17 is arranged on each brace, the shank of each eye bolt passing through an opening in the bill of the hook, and being engaged by a nut 18 below the bill. Thus the hook is prevented from disengagement with the robe rail, and the hooks 8 are also prevented from displacement with respect to the rail by bolts and nuts 19 which pass through the bodies of the arms and through the bills of the hooks.

Referring to Fig. 2, it will be seen that near their rear ends, the braces 14 have angularly bent portions, and it is these portions which are pivoted to the standards. The arrangement is such that the angular portions of the braces are substantially horizontal when the parts are in normal position, and the bodies of the braces incline upwardly and forwardly toward the robe rails.

The body is provided near the connection of the back therewith with a depending arm 20, and to this arm there are connected springs 21 and 22. The springs 21 extend inwardly and downwardly from the rear ends of the braces 14, and the spring 22 extends from the junction of the springs 21 to the center of the cross member 11.

Referring to Fig. 3 it will be seen that the bolts 15 are eye bolts, the braces 14 passing through the eyes while the shanks of the bolts pass through the standards.

In use, the attachment is arranged as shown in Fig. 1, the lower ends of the T's 12 resting upon the floor of the car, and preferably these T's are provided with inserts of cushioning material in their lower ends, as for instance, corks or rubber. The entire body when arranged as shown is spring supported, and yields in every direction. The spring 22 absorbs rebound, while the springs 21 cushion movement of the body and the car body toward each other.

I claim:—

1. An attachment of the character specified, comprising a body having at its front end hooks for engaging the robe rail of an automobile, a pair of connected standards for supporting the rear of the body and adapted to rest upon the floor of the automobile, and coil springs arranged between the body and the standards, inclined braces having hooks at their forward ends for engaging the robe rail and pivoted to the standards near their rear ends, the body having a depending arm near its rear end and the springs being arranged between the rear ends of the braces and the arm and between the arm and the connection between the standards.

2. An attachment of the character specified, comprising a body and a pair of standards connected at their rear ends for supporting the rear of the body, said body having hooks at its forward end for engaging the robe rail of an automobile, braces connected with the standards to swing vertically and having hooks at their forward ends for engaging the robe rail, springs arranged between the body and the braces and between the body and the connection between the standards, and means for preventing disengagement of the hooks from the robe rail.

3. An attachment of the character specified, comprising a body, a support at the rear end of the body, said body having hooks for swingably engaging the robe rail of an automobile, springs arranged between the support and the rear of the body, said support having forwardly extending pivoted braces having means for engaging the robe rail.

4. An attachment of the character specified for use on automobiles or the like comprising a body positively and pivotally connected at its forward end to the automobile, a pair of connected standards adapted to rest upon the floor of the automobile, coil springs connected at one end to said standards and a depending arm carried by the rear end of the body and connected with the other end of said springs.

ABRAHAM ROBERT PRICE.